

## Army to Spend \$268,650,000 On New Works

Vast War Projects Explained to Senate Committee

### Gas-Making Plant To Cost \$37,000,000

Ordnance Depots, Hospitals and Housing Among Other Construction Planned

WASHINGTON, Feb. 12.—Many new construction projects for the army, including munition plants, ordnance depots, storage plants, port terminals, hospitals, aviation work, cantonments and housing, were disclosed in a statement given to the Senate Military Committee today by the War Department. The work will cost a total of \$268,650,000, and while some of the projects had been announced before, in most cases the location and cost had not been given.

The statement shows that \$37,000,000 will be spent in building a gas making plant at Edgewood, N. J., while forty interior storage depots, to cost an aggregate of \$30,000,000, are to be erected at points not made public. On aviation work, including a new cantonment, the location of which was not given, \$46,000,000 will be expended.

### Ordnance Depots Planned

Ordnance depots are to be built on the south Atlantic coast and at "some point" at a cost of \$4,000,000 each, and one on the middle Atlantic coast, at a cost of \$6,000,000. An ammunition depot at "some point" is to cost \$7,500,000 and a like sum is to be expended for an ordnance depot in Central Pennsylvania.

Hospitals for soldiers suffering with tuberculosis are to be built at Denver, Colo., and Asheville, N. C., at a cost of \$500,000 each, and \$12,800,000 is to be spent on hospitals at thirty-two army training camps.

A division cantonment for the regular army is to cost \$8,000,000. Its location was not given. It may take the place of the regular army training camp at Charlotte, N. C., which is to be abandoned because of the unsuitability of the ground on which it is located.

Eight millions will be spent on a port terminal at Boston and \$10,000,000 on a similar terminal at Charleston, S. C. Two millions are provided for three powder bag loading points at sites not yet selected.

### \$35,000,000 to House Workers

For housing for the Shipping Board to relieve congestion in shipyard communities the department plans to expend \$35,000,000.

This will represent a part of the \$50,000,000 for this purpose provided in a bill which passed the House today. In addition to this \$50,000,000 will be expended at Newport News, Va., for housing the negro stevedore regiments engaged there.

Another item is that of \$250,000 for a high explosives plant at Sandy Hook. Brigadier General Littell, in charge of cantonment, division and other construction jobs, also submitted statements to the committee showing that in addition to the new work his bureau has charge of construction now in progress calling for an expenditure of \$135,500,000, making the total for present and future work \$404,550,000.

### Man Who Promised Camp Jobs Vanishes

dead men were still waiting at Thirty-first Street and Seventh Avenue for the vanishing G. D. Simon to return and bestow upon them the free transportation and government jobs at Camp Humphreys at Belvoir, Va., which he had promised in an advertisement appearing yesterday morning in a New York newspaper.

Many of them had waited since early morning. A large proportion carried baggage and were apparently ready to start for Belvoir at once. Twice during the day Mr. Simon materialized and told them to be patient. There was little patience left in the crowd at midnight.

### The advertisement read:

"Want labor of all nationalities, white and colored; government work, long job, 20 cents an hour, overtime, time and a half for overtime; \$2.00 a week for boarding. Free bed; free transportation. Shipping every day and evening from Pennsylvania Railroad station, Thirty-third Street and Seventh Avenue. Don't come asking for work. Come to work at Camp Humphreys, Belvoir, Va. The train leaves Washington (D. C.) Union Station 8:45 a. m. every morning. Only five miles from Washington. Good climate, good treatment; not hard work. Come and do your bit. Help win the war."

By noon nearly a thousand men were waiting for Mr. Simon. He appeared about 5 p. m. and announced that there were not nearly enough men.

"Every man who goes and gets five more," he announced, "I will make a foreman."

Then he vanished. A few hours later scouts, who had gone out in search of him, met him in front of the Metropolitan Hotel. He told them to be patient. Late last evening those who still put their trust in Mr. Simon went into the Pennsylvania Station to wait for him. A detective tried to evict them and had to call reserves from two police stations to help him do it. When midnight chimed they were debating what they were going to do to Mr. Simon on his third appearance.

### Compulsory Military Training for Columbia Students Is Ordered

The vast amount of war work which Columbia University has done to aid the nation is now about to be amplified by the introduction of a compulsory course in military training for all students in Columbia College. This announcement was made last night by Captain R. Hodder-Williams, commanding the Columbia Battalion, hitherto a volunteer organization, at the dinner of the Alumni Federation in the commons.

The plan will be put into effect at the next session of the University and means that next September will see at least 800 men in uniform and under arms. It has already received the unqualified approval of the trustees and other university authorities.

Captain Hodder-Williams will school the men in all of the phases of modern warfare. His ability to do this cannot

be questioned, for he is one of the bare score of men who remain alive from the original Princess Patricia's regiment of Canadians that was almost wiped out at Ypres in the first year of the war.

The schedule planned for the course calls for four hours of military training and two hours of physical training each week. The men will be organized into battalions and there will be hikes, field work, extensive maneuvers and other military exercises possible only with such a large body of men.

### Baldwin Defends Expense of Yard At Hog Island

WASHINGTON, Feb. 12.—Heavy expenditures of government money in the construction of the Hog Island shipyard, near Philadelphia, were defended before the Senate investigating committee today by George J. Baldwin, chairman of the board of the American International Shipbuilding Corporation, on the ground that the corporation confronted either with delaying ship construction or paying high costs in building the plant.

Mr. Baldwin said the corporation's action was justified because the nation needed ships and the plant expected to turn out fifty-two of them before the end of this year. He added that all of the 120 ships contracted for would be launched on time unless there should be delay in the construction of the yard or other difficulties. One keel was laid today, he said, and fifty will be put down in February and March.

During a three-hour cross-examination of the corporation's plan, the corporation first asked for a profit of 6 per cent on the cost of the 120 ships to be built, but that Major General Goethals, then general manager of the Emergency Fleet Corporation, refused to pay it and a profit of 3.3 per cent finally was agreed to. It also developed that the contracts for building the plants provided that the government either must purchase the Hog Island land from the owners after the war or continue to pay rental of 6 per cent on \$1,706,000, the purchase price.

### Estimates Are Increased

It had been tentatively estimated that the cost of constructing the yard would be approximately \$21,000,000, but estimates from the Emergency Fleet Corporation show that that figure will be very greatly increased. Mr. Baldwin questioned these estimates, but said construction of the yards as a war emergency necessarily was more expensive than it would be in peace times.

The witness admitted that none of the board of directors of the corporation was a shipbuilder or had actual shipbuilding experience. Under repeated questioning as to expenditures in building the plant, Mr. Baldwin insisted that no government money was being spent without warrant.

"We are not doing this for money," he said. "I have a boy over there (in France), and do you think I would delay this work one minute on account of money?"

"If you are not doing it for money, then why have you from \$6,000,000 to \$7,000,000 coming from the government?" asked Senator Johnson, of California.

"Because you can't keep a corporation alive on patriotism," he replied.

Senator Johnson asked for the names of the principal stockholders in the American International Corporation and its subsidiaries. The witness could not name any other than Frank A. Vanderlip, of the National City Bank, of New York, and Stone & Webster, of Boston, but said he would give the names at some future time.

Mr. Baldwin corroborated previous testimony that a fee of 5 per cent was paid to sub-contractors, although there is a specific provision in the contract with the International concern that there shall be no fees paid to the principal contractor. He also corroborated statements previously made that Stone & Webster receive a fee amounting to double the salary of its experts where advice was given on engineering questions.

Mr. Baldwin declared he believed the statements of Chairman Hurley and Vice-Chairman Pitz regarding mismanagement of the Hog Island plant were exaggerated.

### Enright to Stay, Mayor Intimates

In a letter to Joseph Courtenay, president of the Sergeant's Benevolent Association of the Police Department, Mayor Hylan yesterday intimated that he was well satisfied so far with Commissioner Richard E. Enright and that he intended to keep him in office "for some time to come."

The Mayor's letter was in recognition of a \$50 donation from the association to the Mayor's coal fund. The Mayor said:

"I have just received the very generous check for \$500 from your association for the purchase of coal for the needy of this city. I deeply appreciate the worthy motive that prompted this generous and charitable gift. You will have the good wishes and prayers of those to whom this contribution to the coal fund will bring warmth. You have my sincere thanks for it."

"I wish also to acknowledge at this time your resolutions thanking me for giving a man from the ranks an opportunity to rule the Police Department."

"I want to leave this thought with the men of your association: I render to the people of this city an example of efficient police service, and a uniformed officer will for some time to come head the Police Department of the City of New York."

### Hardware Convention Seeks Way to Aid Nation

Discussion of the war, how it affected the hardware trade and how the members of the trade could best help the nation in this crisis, occupied most of yesterday's session of the members of the Pennsylvania and Atlantic Seaboard Hardware associations, who met at the Hotel Astor in the second joint convention of the two organizations.

The delegates last night attended the formal opening of the Hardware Exhibition at Madison Square Garden, which is to continue until Friday night, when the convention also closed.

Roy F. Soule, editor of "The Hardware Age," delivered an address at yesterday morning's session, at the request of Chairman Hurley of the Shipping Board. In this he dwelt upon the supreme necessity of more ships for the United States, and urged all members of the two associations to spread the news concerning the need of the government for expert shipbuilders.

### WINTER SPORTS IN THE POCONO MOUNTAINS

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### Use of Waterways To Relieve Roads Plan of McAdoo

WASHINGTON, Feb. 12.—Steps toward greater utilization of navigable rivers, canals and other inland waterways to relieve railroads of a big freight burden were taken today by Director General McAdoo in the appointment of a committee to study water transportation as it may be coordinated with rail hauling, and make early recommendations, so that some definite measures may be taken this summer.

Mr. McAdoo is strongly in favor of government building or subsidizing barges and canal boats, and it is understood to be his intention to send large quantities of heavy freight over the country's inland waterways within a few months, or as soon as boats are available. This applies particularly to the Mississippi, Missouri and Ohio rivers, the Erie, Chesapeake and Ohio canals, and the Atlantic coastwise canals.

The new committee, which began its work immediately after being appointed, is headed by Major General W. M. Black, chief of engineers of the army, who has long been an advocate of waterways improvement and has been chief of several waterways investigating commissions.

### N. Y. Could Send Quota To Camp in 2 Weeks

So Says Draft Official, Discussing Crowder's Sixty-Day Ideal

"New York, if called upon, could send her entire quota for the second draft to camp in two weeks," said a draft official yesterday in a position in which he can watch the progress of the 189 local boards and the District Board of New York City. He made it in reply to a query whether the New York draft officials would approach the ideal of Provost Marshal General Crowder of classifying the draft registrants within sixty days after December 15, when the process started.

At present the local boards here are considerably more than half through their job of placing 540,000 young men in one of the five classes. In two weeks, it is estimated, they will have completed this preliminary task. All of the local boards have started to physically examine the men they placed in Class 1.

An averaging of estimates made by draft officials indicates that one out of every eight registrants will be placed in Class 1 and found physically fit for the rigors of field service. The same unofficial forecasts point out that one out of every six of the 540,000 New York City registrants will probably be placed in Class 1 and be certified either for general field service or special non-combatant service. If these guesses, based on early returns and on the statistics of the first draft, are correct, some 68,000 New Yorkers will be in Class 1, eligible for general military work, and some 17,000 more with slight physical defects certified for special service behind the lines.

### Mayor Hylan to Take Plunge Into Society

"Debut" Scheduled at Red Cross Benefit at Palm Beach

While Mayor Hylan has made it the rule not to accept invitations to public functions or take an active part in purely social affairs since he has been in office, he probably will not permit this policy to preclude him from getting into the "social swim" when he goes to Palm Beach next week. According to dispatches yesterday from the Florida resort, the Mayor will be asked to "officiate"—evidently meaning to lead the grand march—at the annual Washington's Birthday ball at the Royal Poinciana Hotel.

When informed yesterday that this invitation was probably awaiting him, Mayor Hylan appeared surprised, and declared that it was the first he had heard of it. He did not say, however, that he would decline to "officiate" if he should be asked.

The ball at the Royal Poinciana this year is for the Red Cross. For the first time in twenty-two years admission will be charged. The hotel will pay all expenses and give all the receipts to the war charity. Mayor Hylan, Mrs. Hylan and their daughter, Virginia, will go to Palm Beach on Saturday for two weeks.

The Mayor will find some politicians to keep him company during his stay at Palm Beach. William Randolph Hearst is due there Friday with Arthur Brisbane, the latter making his first visit. Governor M. C. Brumbaugh of Pennsylvania and his Secretary of State, Cyrus E. Wood, are already there, as also is ex-Governor John Slaton of Georgia. Palm Beach is an ideal stamping ground for Mayor Hylan, and he has always been known as a great handshaker at the resort. He has said that he was going there this year for a rest, as he has had no vacation since the strenuous campaign of last fall.

### Eye Hospital for Palestine

The Hadasha, a Zionist organization, announced yesterday that Mrs. Peter J. Schwitzer, of 6728 Bay Ridge Boulevard, Brooklyn, had pledged \$25,000 to the society's project for an eye hospital in Palestine. Within a few weeks a medical unit will be sent to Palestine to devote its attention particularly to cases of trachoma.

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### Tammany Aroused By Effort to Oust Inspector Dillon

Progressive Wing Said to Resent Interference With Police Department

### Are Ready to Fight

Mayor Faces Contest Led by "Al" Smith and Other Prominent Leaders

Efforts to force into retirement James E. Dillon, chief inspector of the Police Department, may involve Mayor Hylan in a fight with the progressive wing of Tammany Hall as represented by Alfred E. Smith, president of the Board of Aldermen; County Clerk William F. Schneider, State Senator Robert Wagner and Representative Thomas Smith, secretary of Tammany Hall.

It became known yesterday that Tammany Hall resents any attempt to disorganize the Police Department on the suggestion of "the silent commissioner," Irving O'Hara, the detective sergeant bodyguard of Mayor Hylan (and his brother-in-law), whose recommendations proved so distasteful to ex-Commissioner Frederick H. Bugher. And, further, the progressives are prepared to back Dillon in a fight to retain his place.

Another indication of conflict within the Police Department developed yesterday, when friends of Chief Inspector Dillon insisted that he had not applied for the twenty-day leave of absence granted to him late Monday night by Commissioner Enright after a conference with Mayor Hylan and another one with Chief Dillon.

Dillon's Return to Headquarters To substantiate that statement they gave out the following details of the occurrences at Police Headquarters and City Hall which led up to the announcement of Chief Dillon's leave of absence.

After receiving the good wishes of headquarters attaches and his office staff on his recovery when he arrived at the building Monday, Chief Dillon went to his desk, which was occupied by Acting Chief Inspector John Daly, and remarked: "Well, I'm back."

"So I see," remarked Daly, without making any effort to greet the chief. "Well," said Dillon after a pause, "I would like to get to work at my desk." Inspector Daly, without looking up, replied:

"I am chief inspector for the present and was put here by Mayor Hylan."

Chief Dillon's face reddened. He shot a glance at his office staff, who were standing about expectantly, and then in a voice that could be heard in the reception room leading to the office, he said:

"I don't know anything about who put you here, and until such time as I

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am officially notified that I am no longer chief inspector. I'm going to hold the job. Now if you don't get out of here I'll throw you and your stuff out in the hall."

### Dillon Left to "Cool Off"

Inspector Daly arose and left the office, going immediately to the Commissioner's office. A short time later Commissioner Enright left for the City Hall. By the time Daly returned to the chief's office Dillon had left the building to "cool off." He remarked to a friend as he left that he felt better than he had "in many a day" and as though he still had a good fight left in him.

It is known that after the stormy conference later, which ended with the announcement that Chief Dillon was to take an additional leave, the facts were laid before Al Smith, Mr. Schneider and Senator Wagner, and their interest in the situation was aroused. Trouble between Chief Dillon and Detective Sergeant O'Hara has been brewing since Mayor Hylan took office. It is due, friends of the chief point out, to the fact that Dillon, while serving as Deputy Commissioner in the Gaynor administration, disciplined O'Hara rather severely.

Despite the afternoon newspaper reports purporting to be denials by Commissioner Enright of the wiping out of Inspector "Honest Dan" Costigan's vice squad, official records at Headquarters yesterday showed that forty men and a woman member of Costigan's staff had been transferred and that seven had been reduced in rank and salary.

### Allan Line Stops Its Boston Service

BOSTON, Feb. 12.—The Allan Line, which for more than twenty-five years has operated steamships between this port and Glasgow, is to discontinue its Boston service May 1.

The Canadian Pacific Railway obtained control of the Allan Line about two years ago, and many of its ships had been requisitioned by the British Admiralty for war service.

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### Camp Upton to Send 10,000 for Holiday Parade

Soldiers Greatly Excited Over Prospect of Washington's Birthday Celebration

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